CLAIMS
I claim:

1. A ski vehicle emergency ski brake system comprising; a first unit on a first runner and a second unit on a second runner, the first unit and second unit both comprising a helically rotating member and blade to be activated by a spring loaded trigger mechanism, a single control system to simultaneously activate all units, and a control lever and control cable for means of intentional, simultaneous actuation.
2. An emergency ski brake system as in Claim 1 wherein the first ski runner has a pivot point for receiving a snowmobile suspension and steering mechanism, and wherein the first unit is located along side of and perpendicular to the suspension spindle and above said pivot point and helically rotating forwards around and under the runner of a ski vehicle to a position below said pivot point.
3. An emergency ski brake system as in Claim 1 wherein then second ski runner has a pivot point for receiving a snowmobile suspension and steering mechanism, and wherein the second unit is located along side of and perpendicular to the suspension spindle and above said pivot point and helically rotating forwards around and under the runner of a ski vehicle to a position below said pivot point.
4. An emergency ski brake system in which the manufacturing process comprises a non left/right-sensitive production method of most parts so as to aid in cost reduction and provide interchangeability between units.
5. An emergency ski brake system which comprises a safety tether system to immediately activate said emergency ski braking system in the event of accidental operator dismount.
6. An emergency ski brake system in which is used the existing forces of the terrain passing under the runner during forward movement of the ski vehicle to force the ski brake into place under the runner and to hold it in position until the ski vehicle has stopped at which time the emergency ski brake system can then be reset.
7. An emergency ski brake system which utilizes the existing linear strength of the runner of a ski vehicle to absorb the load acting upon the ski brake when the ski brake system is in use thus allowing the ski brake mechanism to be constructed of lightweight, inexpensive materials.
8. An emergency ski brake system in which the outside position of the blades attached to the helically rotating members on the runners of a ski vehicle, combined with the "leaning" of the runners caused by camber geometry during turning, acts to pivot the ski vehicle around the inside ski brake, therefore adding enhanced turning control.
9. An emergency ski braking system wherin the terrain contacting members are angled back just enough so as to allow "cleaning" of the members but not so much as to allow the terrain contacting members to inadvertantly change the direction of the ski vehicle while traveling.